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seems well done. Mr. Harriman seems to have gone over the whole field with care, and, on most of the points, to have added some authorities. The work has been merely that of supplementing the original lists of cases with authorities culled from the subsequent digests, but the selection and arrangement of these authorities is adequate. The new notes are very slight, and only some two or three thousand cases are added—but the amount of additions seem to justify the reëdition. The text of volumes II. and III. of Greenleaf contains a great mass of general legal information, but—unlike the text of volume I.—it has no peculiar significance as epoch making in the law. In view of that fact, one regrets that Mr. Harriman took so few liberties with it. J. P. C., JR.

We have also received:—

RAILWAY CONTROL BY COMMISSIONS. By Frank Hendrick. New York and London: G. P. Putnam's Sons. 1900. pp. 160. The first chapters comprise an accurate and concise account of the history of railway development and regulation in the countries of continental Europe. It, however, amounts to little more than a digest of similar sections in earlier texts on the same subject, and was apparently undertaken without any prolonged investigation of the original sources of information. What may be called the latter half of the text deals more directly with the control by commissions as we know them. It contains an historical sketch of the genesis of the present English and American systems. The author's conclusions are clearly and accurately stated. It is his opinion that a commission, in order to best control the railroad interests in America, should be modelled not after the English type, but after that of Massachusetts. It should be advisory rather than executive. It should control, not by force of powers granted it by the legislature, but by means of the enlightened public opinion which it will call into existence. In advocating the Massachusetts system for all democratic governments, the author forgets that the efficiency of this system was due to a great extent to its brilliant personnel and the fact that the conditions under which it worked were largely peculiar to Massachusetts. Therefore this plan is not fully assured of an equal success if it be put in practice in other states. From the unfortunate result of our present federal system, the author argues that all commissions "with power" will be inefficient. He apparently overlooks the fact that this failure may be due to a lack of greater power rather than to the greatness of the power it at present possesses. However, the writer's view is undoubtedly tenable, and it may be that the method of control suggested, though it now appears somewhat visionary, will in the future work out the best results.

CONTRACTS, Extracts, Citations, Condensed Cases, Cases and Statements. Prepared for the use of Students in the Law School of the University of New York. By Clarence D. Ashley. Second Edition. New York: L. D. Tompkins. 1899. pp. 360. This volume is virtually a short cut to a knowledge of the law of contracts, and very rarely can such a short cut be considered successful. A full report of some fifty actual decisions, a liberal condensation of the facts of as many more, and numerous supposititious examples, together with other brief extracts of various sorts, serve to make up the body of the text. The book may